



HONOLULU AND HILO FIGURE IN WORLD-CRUISE OF CLEVELAND

From daylight on February 24th, when the big Hamburg-American liner Cleveland is due to arrive at Hilo, until the evening of February 26th, when the excursion steamer takes her departure from Honolulu for Japan, the round-the-world party for the year 1914 will be given additional time in Hawaiian waters.

Honolulu and Hilo share the honors in the new Hamburg-American world-tour as outlined in a schedule that has just been submitted to Shipping Manager Frederick Klebahn, with the departure of the Cleveland for the Orient last night. With the addition of Hilo to the itinerary of the next year excursion comes the announcement that the Cleveland will pass through the Panama canal, about ten days being consumed in steaming from Colon to San Francisco.

One feature of the 1914 tour will be a slight increase in the rate offered the traveler, following the marked additional mileage. The minimum tariff will be increased from \$650 to a figure approximating \$825, with an increased rate of fare depending upon the location of the steamers.

The 1914 tour will include several points heretofore not covered by the Hamburg-American liner. The Cleveland has been decided upon by the management as the regular excursion steamer for the world cruise. This vessel is now listed to sail from Hamburg on January 8, 1914, reaching New York on January 18th and sailing from that point with perhaps five hundred excursionists on January 27th. The Cleveland then calls at Havana, Kingston and Colon, entering the new Panama Canal on February 6th. Arriving at San Francisco on February 16th the Cleveland is to depart from that port on the 18th, reaching Hilo on February 24th at daylight, and departing from there for Honolulu in the evening of the same day. The Cleveland party will remain at Honolulu from daylight of February 25th until five o'clock in the evening of February 26th.

HILONIAN TO THE RESCUE LURLINE LOST ONE MESS-BY

Honolulu business interests as well as trans-Pacific travelers will gain an extra steamer from this city to the coast the latter part of the present month, with the dispatch of the Matsun Navigation liner Hilonian for San Francisco on or about February 27th. The Hilonian when in the passenger trade some months ago, has accommodated as many as forty-five travelers. The vessel has of late been operated as a freight carrier between the Sound and the islands, and for that reason was withdrawn from the passenger field.

With a view to relieving any possible congestion of passengers desiring to return to the mainland, the Hilonian will be held here, awaiting the termination of the Floral Parade festivities. Local passenger agents, representing the several ocean-going lines touching at Honolulu, do not anticipate any difficulty in furnishing accommodation to all applicants for transportation to the mainland, during the next few weeks.

Bookings at the several shipping offices indicate but a fair amount of passenger traffic.

Steamer Maui Returned With Much Sugar
Sugar made up the bulk of the cargo brought from Hawaii ports in the inter-island steamer Maui. This vessel made a quick round trip to the Big Island, with a view of assisting in cleaning up some of the accumulation of sugar at Hawaii warehouses. The vessel is reported to have met with fine weather and with favorable winds and smooth seas.

Mauna Loa Filled With Freight
The inter-island steamer Mauna Loa departed for Kona and Kauai ports at noon today leaving many tons of freight behind. The vessel was filled to the hatches with cargo, and the management was obliged to turn away more than one shipment for windward Hawaii ports. The vessel sailed with a full-sized list of passengers in the cabin and on deck. The Mauna Loa is to return here on February 21st, and the Kilauea is believed will then resume the run to Kona ports.

Lurline Back Sunday
The Matsun Navigation steamer Lurline with seven hundred tons freight from the mainland for discharge at Kahului, sailed for the Maui port last night and is due to return here early Sunday morning. The Lurline is to take on sugar, pine and sundries for the coast, the steamer being scheduled for departure at six o'clock next Tuesday evening.

Dispatches from Washington report that during the year 1912 there were 124 vessels of all classes constructed with a total tonnage of 232,477. The tonnage was smaller than during the previous year, when 1592 vessels were built which indicates that the boats constructed last year were of smaller tonnage than the average.

The barkentine S. N. Castle is taking on ballast today preparatory to departure for San Francisco.

The Matsun Navigation steamer Lurline, returned from San Francisco on Wednesday morning minus one well known mess-boy with the steward's department.

Perforal Farwell, who has made several trips across the Pacific in the Lurline, is said to have been placed under arrest upon the arrival of the Lurline at San Francisco.

As before noted in these columns, Farwell was charged with having entered into a conspiracy to land two Japanese at the coast for a financial consideration. When the Lurline reached her wharf at San Francisco the federal immigration inspectors had the two Japanese found on board the Lurline turned over to their custody.

At an investigation conducted at Angel Island, the Japanese are said to have declared that they were smuggled on board the Matsun steamer at Honolulu and that by payment of \$180 they were guaranteed a safe landing at San Francisco.

Four Big Liners will be Chinese Manned
The Kongo, a battleship-cruiser, built in England for the Japanese government is to be ready for sea in April according to word which reached this port with the arrival of the Toyo Kisen Kaisha liner Tenyo Maru, some days ago. The Kongo was expected to leave Great Britain for Japan in June, taking a route around the Cape of Good Hope. Information was also brought to the effect that the China Merchants' company has placed an order in England for four big liners, which will be so constructed that they will be available for the training of cadets for an extended Chinese navy, and in time of war the vessels will be turned into cruisers.

Nile Here in the Morning
With ten lay-over passengers, and 232 sacks later mainland mail, the Pacific Mail liner Nile from San Francisco is due to arrive off the port at an early hour tomorrow morning, and later will be berthed at Alakea wharf.

It is the present intention of H. Hackfeld & Company to dispatch the vessel for Japan and China ports at five o'clock tomorrow evening.

Master of Amazon Died at Sea
Ninety-three days from Port Gamble the barkentine Amazon put into Hakape, Chile, on Tuesday, reporting that her master, Captain MacLeod, had died during the voyage down the coast and had been buried at sea. The Amazon sailed from Port Gamble on October 24, and passed Cape Henry on October 24. The news of Captain MacLeod's death was received in Seattle by cable to the Seattle Merchants' Exchange.

Some quick work has been done in the discharge of a shipment of eight hundred tons of nitrates from the barkentine S. N. Castle and that vessel is now ready for sea. The Castle arrived here on February 7th with a cargo consigned to the agency of the Pacific Guano and Fertilizer Company.

TIDES--SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Feb. 10	5:25 a.m.	1:14 p.m.	5:25 a.m.	1:14 p.m.	5:25 a.m.	1:14 p.m.
11	6:16 a.m.	1:2 a.m.	6:16 a.m.	1:2 a.m.	6:16 a.m.	1:2 a.m.
12	7:05 a.m.	1:13 a.m.	7:05 a.m.	1:13 a.m.	7:05 a.m.	1:13 a.m.
13	7:52 a.m.	1:04 a.m.	7:52 a.m.	1:04 a.m.	7:52 a.m.	1:04 a.m.
14	8:37 a.m.	1:0 a.m.	8:37 a.m.	1:0 a.m.	8:37 a.m.	1:0 a.m.
15	9:20 a.m.	1:0 a.m.	9:20 a.m.	1:0 a.m.	9:20 a.m.	1:0 a.m.
16	10:00 a.m.	1:0 a.m.	10:00 a.m.	1:0 a.m.	10:00 a.m.	1:0 a.m.

First quarter of the moon Feb. 13th.
* Time not stated in tables.

FROM THE ISLANDS

FRIDAY, FEBRUARY 14
SAN FRANCISCO--Arrived, Feb. 14, 6 a.m. S. S. Sierra, home Feb. 14. MAHUKONA--Arrived, Feb. 13, 3 p.m. Muriel, from San Francisco. S. S. BUREAU--Sailed for Yokohama, Sunday afternoon.

Buyo Maru Belated Arrival
Forty-five days from Valparaiso, the Toyo Kisen Kaisha steamer Buyo Maru, with nine hundred tons of cargo for discharge at Honolulu is riding at anchor off the port today, awaiting the granting of pratique by the federal quarantine authorities.

The vessel is to be fumigated and will probably be brought to a berth at Hackfeld wharf late this afternoon or early tomorrow morning. The Buyo Maru has in transit for Japan and China ports a number of first, second and third class passengers, for the most part Asiatics.

The vessel is well supplied with general cargo destined for the coast of Asia.

It is the intention of Castle & Cooke to dispatch the vessel for Japan on Sunday.

Sierra Has Reached the Coast
The Oceanic liner Sierra from Honolulu with a large list of passengers and mail has arrived at San Francisco according to a late cable received at the local branch of the Merchants' Exchange. The Sierra was reported at San Francisco at 6 o'clock this morning.

PASSENGERS DEPARTED
Per str. W. G. Hall, for Kauai ports, Feb. 13--Mr. and Mrs. W. J. Hammond, Mr. and Mrs. G. A. Glines, Mr. and Mrs. Frank Richardson, Dr. D. E. Drew, W. T. Frost, W. K. Park, Miss R. Antone, Miss Robinson, G. N. Wilcox, Mrs. Geo. Buchholz, F. Crawford, A. R. Galt, Jno. Waterhouse, F. D. Enos.

PASSENGERS BOOKED
Per str. Kilauea, for Kona and Kauai ports, Feb. 14--Miss Hurd, J. J. Hardy, Master Oliver Atia, Miss Mary. Per str. Mauna Loa, for Kona and Kauai ports, Feb. 14--K. Shibayashi, M. E. Lutz, Mr. and Mrs. T. C. White. Per str. Claudine, for Kahului and Lahaina ports, Feb. 14--Miss Wilcox, Miss R. Sloggett, H. M. Gittel, M. Jacob, J. P. Napke.

Per str. Mauna Kea, for Hilo via ports, Feb. 15--Mr. and Mrs. S. Payne, J. P. M. Richards, Mrs. E. P. Smith, Mrs. Geo. W. Daw, Miss E. Daw, Mrs. J. B. Nuss, Miss Vina Nuss, H. Busher, Mrs. W. J. Moody, John Brealet, J. Fernandez, wife and two children; Mr. and Mrs. F. Fernandez, Mrs. A. V. Fernandez, Mrs. Patterson, Mrs. E. M. Foster, J. Meisner, R. L. Halsey, C. B. Hall, Palmer Hext, Kan Yen, Col. Sam Johnson, A. Haeneberg, D. H. Glade, Mrs. Biomeyer, Miss McMillan, Mr. and Mrs. M. E. Church, H. Glade, Mrs. Cowles, Miss Randolph, Mr. and Mrs. E. P. Marshall, T. M. Barrows, Miss Atchinson, Miss M. E. Averette, Mr. and Mrs. E. Townsend, Mr. and Mrs. Kemp, W. L. V. Miller, J. P. Keppeler, Mrs. L. T. Gatoe, Mrs. G. A. Meyer and two infants, Mr. and Mrs. A. Greer, Mr. and Mrs. F. G. Hummel, E. A. Sherlock.

Per str. Kinai, for Kauai ports, Feb. 15--Bishop Albert, G. Bustard, M. Osa ki, S. Spitzer. Per str. Claudine, for Maui ports, Feb. 17--L. Tobiner, Mrs. Henshall. Per str. W. G. Hall, for Kauai ports, Feb. 20--Mrs. J. K. Gandall.

CUNARD FOR PACIFIC TRADE

Another Cunarder is to forsake the Atlantic for the Pacific, with the transfer of the steamship Albion, which is declared by officers in the transport Sherman to have been purchased by the directors of the Weir Line, for service between the West coast of the United States and the Orient.

The vessel has been renamed the Polerie and is to be hurried to the Pacific with a view of being placed in operation and to assist in carrying the rapidly increasing freight offerings.

The Polerie is said to be making her maiden voyage to the Pacific. The Polerie was formerly one of the Cunard Line, being known as the Albion. She was purchased two years ago, by the Weir Line, and renamed the Polerie to correspond with the rest of the fleet. She is of the shelter deck type, four-masted, equipped with electric lights, wireless and other modern appliances and is one of the finest boats of her class afloat.

Sailing from Honolulu on the last of January, the barkentine Aurora is reported to have arrived at San Francisco yesterday.

APPLICATIONS IN FOR JOBS WITH THE LEGISLATURE

There will be no shortage of officers and servants when the legislative meets. If the number of applications filed with the territorial central committee of both parties is a sign. There are a number of applicants for every job the house and senate will have to offer, and the Democrats and Republicans will have their work cut out picking their men so as to avoid offense.

Among those who have signified their willingness to serve their native land in the house is Capt. Robert W. Parker, one time candidate for the office now held by Bill Jarrett. Parker now wishes to be sergeant-at-arms of the house. He has a Republican rival in the person of J. H. S. Kaleo, who aspires higher than ever before. James H. Hakulele is the only name so far turned into the committee for the post of Hawaiian interpreter among the Republicans, although rumor has it that there are a couple of Democrats who consider themselves competent to fill the bill.

There are messengers galore. Among them are to be found the names of E. H. S. Martin, John A. Noble, J. M. Keioha, for the house and Arnold Richardson in the senate. George K. Kawai wants the post of janitor for the senate and John Kalakaua is after the post of sergeant-at-arms in the upper house.

None of these names, nor any that may be filed in future, will be acted upon until Tuesday, when the Republican solons will gather in a caucus to select their candidates for the various appointive positions to be filled in house and senate, and to select their candidates for the officials of the two houses. It is now regarded as practically certain that Senator Knudsen of Kauai will be the G. O. P. selection for president of the senate, and Hoxein for the speakership of the house.

In this connection it leaked out this morning that there is now on foot a plan to bring out a man from Oahu as the president of the senate. While this scheme is still in the air, so to speak, it is likely to upset some of the best-laid plans of Hawaiian solons. Several men have been mentioned for the post, the chief of them being Cecil Brown, and it is said that should he come forward there will be a strong fight made to send him.

Still another, and even more important, caucus is to be held Monday morning, when the report of the legislative committee which has been busy for months preparing a legislative program, based upon the planks in the Republican platform, will be submitted and discussed. Among these measures will be a public utilities bill, framed by the legislative committee along the lines proposed in the party platform. This bill, in some degree, is aimed to offset the Democratic measure of like nature which the Bourbons planned to spring as a surprise, but news of which leaked out. Other important measures will be considered in this caucus, not the least of which will be the re-appropriation bill, which is already causing heartburns galore.

TRAVELED MILES MINUS RUDDER

Steaming 150 miles without a rudder, the details of a mishap to the Alaska Steamship Company's big freighter Seward, which put into Mazatlan, Mexico, last January, have been received with the arrival of the transport Sherman.

Under charter to the Pacific Mail Steamship Company, the Seward was bound from San Francisco for Panama with a cargo of general merchandise. While 100 miles south of Cape St. Lucas, in a heavy gale, the vessel lost her rudder and was left at the mercy of enormous seas for many hours. Captain Johnston tried jury rudders and jury rigs of all kinds and finally was able to bring the vessel into Mazatlan, from which port he notified the charterers of the vessel and her owners of his plight.

The Seward's master, in the report just received, says that he was nine days and nights in making 150 miles, and reached port only after experiencing many difficulties. The rudder was entirely gone and he was unable to steer anything like a direct course. For many hours the Seward described a circle, but Captain Johnston finally managed to make some headway, and as he described it "zigzagged his way into Mazatlan."

Another difficulty that confronted Captain Johnston was the fact that there is no drydock at Mazatlan, and no facilities for making the extensive repairs needed to the Seward. The nearest drydock and repair shops are at Salina Cruz, more than 800 miles south of Mazatlan, and to this port the Seward must be sent in tow of a tug or some other vessel. The officials of the company said that this would be done, as there is no other way of getting the rudderless Seward to Salina Cruz.

A shipment of lumber has arrived at Mahukona in the American schooner Muriel, which according to reports received here, reached there yesterday. The Muriel comes from San Francisco and was eighteen days on the voyage.

Mail forwarded to the mainland in the Japanese liner Tenyo Maru is reported to have reached the coast yesterday.

BOURBONS MAY JOIN PLAN TO BEAT KNUDSEN

Kauai's grip on important legislative positions will be broken if an Oahu Republican Senator comes to the front for the presidency, according to the political dopesters who are now busy at work.

It is declared that the Oahu Democratic senators, three in number, are ready to join a combine of forces to defeat Eric Knudsen, the veteran who aspires to head the upper house again. Knudsen is working hard to get the presidency again, and meanwhile no Oahu Republican is coming forward. Senator Chillingworth has decided to devote his time to the Floral Parade, and the only serious rival of Knudsen is thus eliminated.

Now the political gossip is busy with the names of Senators Albert Judd and Cecil Brown, both of whom, it was said today, would be given the support of the Oahu Democrats if they would consent to make the race against Knudsen. Senator Baldwin of Maui is believed to be ready to join in any movement that would wrest some of the laurels from Kauai. Where the Hawaii bunch would stand is not known definitely.

A story that the failure of the last legislature to reappoint the legislative districts might invalidate the acts of the coming legislature has been going the rounds again. This point was brought up two years ago when the legislature failed to pass the reappointment bill. Knudsen doing some clever blocking because if the bill had passed the Garden Islands would have lost a senator. At that time well-informed lawyers took the attitude that the legislature would not be invalidated.

TAFT STILL MARKING TIME

(Continued from Page 1)

is plunged in darkness as soon as the sun goes down.

Bad as the situation is, there seems no hope of betterment. Foreign experts who have examined the defenses of Diaz at the arsenal declare that he is simply able to withstand any ordinary assault indefinitely. He is well provisioned and his lines of communication are open.

DIAZ DEFIANT

When the attacking columns of Federalists began their attack on the arsenal this morning, the commander sent a flag of truce to Diaz, demanding his surrender. Diaz did not even wait for the envoys to get safe back to their ranks, when he replied with the heaviest guns at his command, pounding away at the Federalists until half past two o'clock, when the Federalists ceased firing and withdrew out of range of the rebel gunners.

It was during the hottest part of the morning's engagement that Gen. De la Vega sent word to President Madero that because of the protection afforded the rebels by the position of the American embassy, it would be necessary to tear down the structure. Otherwise, he added, he could not advance. This was communicated to Ambassador Wilson with a request that he select another embassy site, but the American representative promptly refused to move.

Shortly after this General Diaz sent an envoy to the Embassy with a demand that the United States recognize the belligerency of his forces. Mr. Wilson promptly refused this demand also.

PREPARE TO DEFEND AMERICAN EMBASSY

Following this, the word came that the Federal engineers were getting ready to mine the streets in the neighborhood of the embassy, in order to race four populous blocks, and give the heavy mortars of the Federalists a clear sweep, with a flat trajectory, at the arsenal. The Americans on guard at the American embassy have begun preparations to stop this, should it prove necessary.

A late report this afternoon declares that some incendiary has set fire to the magnificent private residence of President Madero, and it is blazing at the time this dispatch is sent.

[Associated Press Cable]
ACAPULCO, Mexico, Feb. 14.--The most intense anti-American sentiment prevails here in all classes, and the lives and property of American residents are believed in danger. The Denver, which had left here, has been ordered back again, pending the arrival of the South Dakota, which is expected Sunday morning.

In less than five minutes' deliberation the jury in federal court yesterday acquitted Kwok Tong, the Chinese cook of the inter-island steamer Lakelike, of the charge of assault and battery. This was the case in which Judge R. P. Quarles created a legal diversion by raising the contention that the court had no jurisdiction because the inter-island company, owners, were operating under a charter granted by the Kingdom of Hawaii. On that point the court ruled against the counsel for defense and the trial continued, with the result as stated.

TOURISTS! SEARCHED

Upon arrival at San Francisco by having it SEALED before leaving Honolulu. We give our personal attention to baggage entrusted to us and see that it is properly sealed.

CITY TRANSFER CO., JAS. H. LOVE.

Honolulu Star-Bulletin

In which is combined the HAWAIIAN STAR, established 1893, and the EVENING BULLETIN, established 1882. Issued Daily and Semi-Weekly by HONOLULU STAR-BULLETIN, LTD.,

Publishers, Commercial Printers, Bookbinders, Photo-Engravers.

WALLACE R. FARRINGTON... General Business Manager

MEMBER ASSOCIATED PRESS.

FLAT RATE, DISPLAY ADVERTISING OVER 2000 INCHES. (Preferred Position 20%) 20c PER INCH. LEGAL AND TRANSIENT RATE, \$1 First Insertion. CLASSIFIED, One Cent per word--30 cents per line per week.

AVERAGE DAILY CIRCULATION JULY-OCTOBER 1912
MAIN OFFICES 1059 ALAKEA STREET
Telephone--Editorial Rooms 2182; Business Office 2264
BRANCH OFFICE 2545 MERCHANT STREET
Telephone 2545

SUBSCRIPTION RATES:
DAILY STAR-BULLETIN

Per Month, anywhere in United States \$.75
Per Year, anywhere in United States 2.00
Per Year, anywhere in United States 8.00
Per Year, postpaid, foreign 12.00
SEMI-WEEKLY STAR-BULLETIN
Per Six Months, anywhere in United States \$ 1.00
Per Year, anywhere in United States 2.00
Per Year, anywhere in Canada 3.00
Per Year, postpaid, foreign 4.00

Address all Communications to Honolulu Star-Bulletin, Ltd., Honolulu, T. H.

CONTRACTOR TEHUANTEPEC BROKE CITIZEN LABOR LAW

"Have no news from Mexico, but the American-Hawaiian Steamship Company is taking for granted that all is well."

This is part of a cablegram to Alexander & Baldwin, Ltd., from the New York office received late yesterday afternoon.

The dispatch reports the arrival of the steamship American from the isthmus, her cargo getting the basis of 3.45.

HARBOR NOTES

The Pacific Mail liner Nile due to arrive from the coast tomorrow, is bringing down a later mail from the mainland.

With the completion of minor repairs and repainting, the schooner Salem is to be dispatched for the Sound, taking ballast. The vessel is now on the local marine railway.

On their initial outward bound trips to Vancouver the two new G. P. R. liners, the Empress of Asia and the Empress of Russia, will make trips around the world and it is expected will carry a large passenger list. They are scheduled to leave Southampton on April 1 and May 27 respectively, and will call at Gibraltar, Monte Carlo, Port Said, Suez, Colombo, Penang and Singapore en route to Hong Kong.

From that port the two liners intended for the Vancouver Japan service, will touch at Shanghai and the usual Japan ports.

Captain Robinson will command the Asia and Captain Beetham the Russia.

Oscar Matheson, the Norwegian skating champion, won the 10,000 meters in record time at the international skating contests at Christiania. His time was 17 minutes, 22.6 seconds.

NEW TODAY

NOTICE.
The annual meeting of the stockholders of Pacific Sugar Mill will be held at the office of F. A. Schaefer & Company, Limited, in Honolulu, on Friday, the 14th day of February, 1913, at 10:00 o'clock a. m.

J. W. WALDRON, Secretary.
Honolulu, February 14th, 1913.
5470-8t.

ELECTION OF OFFICERS.

At the annual meeting of the stockholders of Honokaa Sugar Company, held at the office of F. A. Schaefer & Company, Limited, in Honolulu, on Friday, the 14th day of February, 1913, the following officers were duly elected to serve for the ensuing year:

F. A. Schaefer, President
H. H. Baird, Vice-President
R. P. Rithet, Second Vice-President
W. Lanz, Treasurer
J. W. Waldron, Secretary
James Greig, Assistant Secretary
Audit Company of Hawaii, Auditors
The Directors elected to serve during the same period being F. A. Schaefer, W. H. Baird, W. Lanz, H. Focke, G. Rodiek, E. H. Wodehouse, J. W. Waldron.
Secretary, Honokaa Sugar Company, 5470-3t.